

# BOXING

## SPEEDY GOODMAN OUTBOXES MARTO

Local Italian Lightweight Is Too Slow to Make Impression on Rival in Ten Rounds.

"Johnny" Marto, the rugged Italian lightweight of the west side, was trotted out last night to start "Jack" Goodman, also of the same precinct, on his way to a come back after a lengthy retirement from the ring. Each boy has a big following, and the National Sporting Club was as full as if two champions were the attraction. Marto, who is thickly built and heavily muscled, tried hard, as he always does, but with the same result when he is against a fast boxer. The Italian was willing enough, but his sinews were not under the same control as those of his rival. The bout went the limit of ten rounds, and there were not many moments in it in which there was anything to arouse the fans to a frenzy. There was entirely too much holding and Goodman was the one to blame for it. He showed more holds than one could find in an instruction book on the art of jiu-jitsu.

It was a case of straight and accurate punching against hard but haphazard swinging, and the former, as served up by Goodman, won, with lots to spare. There was practically no damage done to either, for Marto did not land his blows cleanly and Goodman had no sting to his. The latter popped them off Marto's jaw early and often, but they had no more effect on him than the kick of a horsefly. At the start, Goodman looked as though he was a little rusty, and about all he did was to step around as fast as he could and clinch when "Johnny" was able to catch him. After the first two rounds Goodman instilled a little real action into his work and made it look like a fight. In the early rounds his judgment of distance was not the best and he missed often, but in the fifth round he began to pepper Marto like a sharpshooter, while the latter could do nothing against Goodman's speedy footwork and clever dodging.

In the sixth round Marto, evidently coming to the conclusion that he had no chance of winning for points, waded in and had Goodman running all around the ring. The latter bounced several hard jolts off "Johnny's" jaw as he tore in, but they had absolutely no effect on him. In the eighth round Marto tried to connect cleanly with right and left to the jaw, taking a lot of ginger out of Goodman, but he was too slow to follow up his advantage. The blows made Goodman's head light, but he did not seem to care, and he took more chances from that point to the end, but was satisfied to hold his lead by better boxing at long range.

For five rounds in the semi-final "Eddie" King's nose until he looked like a man who had forgotten to swear off of New Year's. In the sixth, though, King got home a wild left which he had been trying to land since the start, and McGrath tried to dig a hole in the floor with his nose. "Larry" was just able to get up before he was counted out, and by the eighth round, hugging lasted till the final bell.

## JOHNSON-FLYNN DATE SOON

CHICAGO, Ill., Thursday.—The date of the "Jack" Johnson-"Jim" Flynn fight, scheduled to take place some time between now and July 4, will be announced within the next ten days. This statement was made by "Jack" Curley, Flynn's manager, here today. Whether the fight will be held at Woodward or at Madison Square Garden, he made public at the same time. The Salt Lake promoters who are to finance the fight are expected to decide on the town when they arrive here to confer with Johnson and Curley early next week.

In an effort to develop Flynn along scientific lines, Curley says, he is trying to engage James J. Corbett, "Tommy" Ryan and "Abie" Attell to train the Pueblo brawler.

## MOREAU LEAVES FOR PARIS

Aboard the Lorraine, of the French line, bound for Havre, yesterday was Marcel Moreau, the champion middleweight pugilist of France, who was on his way to Paris, where he will meet "Willie" Lewis on January 20. A group of admirers were at the pier to see Moreau off and wish him luck. Moreau had considerable baggage, but the most important piece was a ten pound medicine ball which excited speculation among the pier employees, who handled it as so much dynamite. The French fighter was accompanied abroad by his managers, Charles Millage and Raoul Arvel. They said they expected to see the match in Paris on Wednesday by cable through Victor Breyer, the promoter.

Moreau's visit was short and not as pleasant as he might have wished. He fought only one bout, against "Glad" Denning of New York's Day at the Fairmont A.C., and suffered defeat.

## BEN STONE'S ALL AGE STAKE

[SPECIAL DESPATCH TO THE HERALD.] NEW ALBANY, Miss., Thursday.—The Rabcock, of New Bedford, Mass., won John Dunn, formerly baseball pitcher, of Baltimore, Md., and handled by C. H. Rabcock, of New Bedford, Mass., won the All Age Stake of the Eastern Field Trial Club, which began here Wednesday evening of New Year's Day at the Fairmont A.C., and suffered defeat.

## FRAGMENTS OF SPORT.

Samuel Marshall is informed that if A took one trip, making his mind good, he wins.

"Name, N. Y." is informed that B's hand is "dead" and A wins.

# AMATEUR HOCKEY CHAMPIONS ARE BEATEN



THE SPECTATORS THREW OUT THE PUCK FROM THE CENTRE OF THE RINK. THE UMPIRE SENT FRASER CAMPBELL TO THE SIDE LINES FOR TRIPPING.

Crescents Are Surprised by Rejuvenated St. Nicholas Squad in Extra Period Game.

Hockey enthusiasts were treated to the surprise of several seasons at the St. Nicholas rink last night, when the St. Nicholas team, regarded as an experimental combination at best, defeated the Crescent Athletic Club, league champions, after a rousing struggle by 3 to 2. With the title holders fighting hard to check the impending defeat, the "Santa Claus" seven had to play an extra period before winning. Fraser-Campbell finally drove a disc into the net for the deciding goal two minutes after the additional session began.

The teams had been on the ice hardly five minutes when close followers of the sport began predicting an upset. There seemed to be more spirit and life in the St. Nicholas squad than in the Crescent champions, and for a long time the latter had all they could do to keep their opponents out of the danger zone. With four husky, rangy skaters in the forward line following the disc persistently the St. Nicholas team, looked like the little holding aggregation. The champions, surprised, forgot all about their team play in their eagerness to catch up with their rivals' early lead, and tried individual sorters. They seemed almost at a loss when the St. Nicholas team, after a disorganized fashion when ready for attack.

On an accurate pass by Morgan Stanley came the first goal in 2m. 50s., the Crescent score remaining blank until 6m. 45s., when

LEIFFTON, dodging past two defence men, shot a goal unassisted. That ended the tallying in the first half. Morgan again put the usurpers in the lead early in the second period. Again it was Leiffton who encouraged the Crescent contingent by driving the disc home out of a scrimmage within four minutes of the end of the half.

The line-up:—  
Crescents. Position. St. Nicholas.  
Miller.....Goal.....Washburn  
Dunbar.....Point.....Richards  
Dunbar.....Over point.....Leek  
Shelton.....Rover.....Morgan  
Leiffton.....Centre.....Chev  
Morgan.....Left wing.....Stoller (Capt.)  
Campbell.....Right wing.....Fraser-Campbell  
Goals:—First half—Stanley, 2m. 50s.; Leiffton, 6m. 45s. Second half—Morgan, 7m. 11s.; Leiffton, 10m. 25s. Extra period—Fraser-Campbell, 2m. 18s. Penalties—Richards, 1m. 10s.; Fraser-Campbell, 2m. 10s.; Morgan, 2m. 10s.; Messers, Russell and Kennedy. Goal umpires—Messers, Struge and Garton. Time of halves—20m.

MANU CONCESSIONS TO MINOR LEAGUES  
National Commission Creates Class AA and Grants Every Request of Smaller Organizations.

CINCINNATI, Thursday.—With the recognition of a class in minor baseball leagues, to be known as class AA, and a revision of practically every section of the national peace agreement, the National Baseball Commission ended its eighth annual meeting here today.

The visit of the hosts of minor league magnates to the meeting was not in vain, inasmuch as they were granted everything they requested of the commission. The class AA will be ranked between the two major leagues and the class A leagues, and will be composed of the International League, the American Association and the Pacific Coast League. Like the major leagues, the class AA league clubs cannot sell players except for immediate delivery. This rule, however, does not bind the leagues of a lower classification.

The drafting season, which heretofore has opened on September 1, will in the future open on September 15. The season for purchased players will close August 20, as formerly. The first five days of the drafting season—from September 15 to September 20—will be given over to the major leagues exclusively. Two days will then be allowed to elapse and the class AA league clubs will have a ten days drafting season. Then the leagues of lower classification will have their season in the order of their classification.

One of the principal changes in the agreement was the price to be paid by major league clubs for minor league players who are drafted. Followed—To class AA, \$2,000 instead of \$1,500; class A, \$1,500 instead of \$1,000; class B, \$1,000 instead of \$750; class C, \$750 instead of \$500, and class D, \$500 instead of \$300.

Class AA league clubs are permitted to draft from any league of a lower classification, including the class A, provided that the latter class clubs have not lost a player by draft to the major leagues. The limit of the number of players which can be carried on the reserve list also has been revised, as follows:—Major league clubs, 35; class AA, 30; class A, 25; class B, 20, and class C, 15. No regulation was made for the class D leagues.

Assessment Made Away With.  
Heretofore the National Association of Minor League Clubs paid an annual assessment to the National Commission of \$1,000. This was done away with upon recommendation of Ban Johnson, president of the American League, and in the future the commission will stand the entire expense of running itself. This is the result of the healthy receipts from the recent world's championship series, as well as the intercity series, which were under the auspices of the commission.

Another rule, which has a bearing on all minor league players was passed at the request of the minors themselves. It holds that no major league club be allowed to increase the pay of a player who is under a probationary contract more than twenty-five per cent of the salary he received from the minor league club from which he was claimed. In regard to this, it was explained that the players feared the major league clubs for the forty-five days of probationary play with the major leagues, only to be thrust back into the minors and become dissatisfied over the much smaller salary there.

Hereafter all major league ball players and clubs will be prohibited from playing exhibition games in minor league towns without the consent of the home club, while the same rule applies to minor league players and minor league clubs playing in major league territory.

August Hermann, president of the Cincinnati Baseball Club, was re-elected chairman of the commission. John H. Bruce, of the St. Louis club, of the American League, was selected as secretary, while Joseph Flanner was chosen as secretary to the chairman of the commission. J. H. Farrell, secretary of the National Association, in speaking of the changes, said:—

"The commission awarded every request made by us, and I believe that we have bettered conditions among the minor leagues over one hundred per cent. There will not be a major league man in the country that will not be elated over the result of the meeting."

August Hermann, chairman of the commission, said:—

"The request made by the minors were fair in every case. Of course, there had to be some exceptions made where agreements were in vogue previous to this meeting. However, we found these to be decidedly low, and I think that we have bettered the condition of the national game as well as that of the minors."

# SUBWAY ACTION

## AGAIN DELAYED

Refusal to Approve Fourteenth Street Section Indicates Hope of Offer from Interborough.

By postponing indefinitely action on the Fourteenth street section of the Lexington avenue subway, the Board of Estimate, yesterday left the transit situation open pending final negotiations with the Interborough company. This step was regarded in official circles as indicating that hopes are entertained still of reaching terms with the Interborough.

If the Interborough company should re-enter the field with an offer acceptable to the city the Fourteenth street section would not be necessary. It covers the Lexington avenue route from Fourteenth to Twenty-sixth streets and would be available only to the Brooklyn Rapid Transit company in the operation of the new system.

Controller Frederick's report recommending approval of the section was presented by Mr. Miller, Borough President of the Bronx, suggested that instead of the Board's transit committee was still holding conferences with the representatives of railroad companies it would be better to approve a section of the route, costing \$2,000,000, which might never be used. Mr. Miller suggested that the question be laid over for one month. The Controller said it might be well to put the question aside definitely.

"While nothing may come of our conference," said Mr. McAneny, "it would be folly to award the contract while negotiations are pending. The situation is still wide open, and the city might be reached with the Interborough unless that company makes an offer which is a substantial improvement on the one made last summer."

It was learned yesterday that Colonel Timothy S. Williams, president of the Brooklyn Rapid Transit company, had discussed with directors of the Pennsylvania Railroad the question of connecting the Seventh avenue station with the proposed Broadway subway line by a moving platform.

The Brooklyn company is willing to operate a moving platform, it is stated, in the event that a new line of street from Seventh avenue to Broadway, or even further east to Third avenue. The arrangement suggested, it is understood, are that transfers be given to the Broadway line, not to the Interborough, and that the Pennsylvania company be allowed to operate the moving platform.

Officers of the Pennsylvania company are said to have been unfavorably disposed toward the moving platform suggestion at first, preferring a through west side subway. In the event that new negotiations with the Interborough fail and the Seventh avenue subway is abandoned, it is the belief of officials the moving platform will be taken up as the next best plan for relieving the heavy traffic to the Pennsylvania station.

At the next conference of city officials with those interested in solving the transit problem it is stated that the question for consideration will be the adjustment of the sinking fund charges. The Interborough company has demanded that one per cent be allowed for the sinking fund on the proposed money the corporation shall in the event of the company's failure to pay this charge be made a preferential payment. It is estimated that the sinking fund obligation would be discharged in about forty years.

## TO TEST COVERINGS FOR AEROPLANE WINGS

### Navy Aviators to Witness Trials of Oiled, Aluminum Coated and Wood Fibre Cloths.

SAN DIEGO, Cal., Thursday.—Tests of three kinds of cloth now in use on aeroplanes will be made here on a hydro-aeroplane, in order to determine the effect of the atmosphere and general climatic conditions on the textiles. The test will be made under the observation of the navy aviators, Lieutenants Ellison, Towns and Rogers, who, at the invitation of Glenn H. Curtiss, have taken up their headquarters on North Island this winter.

One of the new materials to be tested is "aluminum painted," another brown, and the third, the sort that has been largely used heretofore, is an oiled cloth. The aluminum surfaced cloth is almost invisible when high in the air, and is light in weight. A further advantage claimed for it is that it can be washed, while the brown cloth, it is said, is filled with a composition made from wood fibre, making it impervious to water. This sort cannot be washed, but its advocates claim that it does not show the dirt.

The important question to be determined is whether the materials will contract or expand under certain atmospheric conditions.

## WILL SEEK GLIDING HONORS AT MEET

### P. O. Parmelee Builds a Motorless Aeroplane at Los Angeles to Exceed Orville Wright's Performance.

P. O. Parmelee, not content with the American weight carrying record made last year in a Wright biplane, is going after gliding honors. He hopes to exceed the record of nearly 100 miles in the air without power, established by his former instructor, Orville Wright, at Kill Devil Hill, N. C., last October.

Mr. Parmelee expects to soar in a motorless machine at the meet opening January 20 at Los Angeles, Cal. Aided by Charles Taylor, another former pupil of the Dayton inventors, Parmelee is building a glider near Los Angeles for his purpose.

## AVIATION LAWS EXPECTED.

Officers of the Aero Club of America said yesterday that the organization probably would take no steps to influence action by the Legislature at Albany on the bill introduced to provide a board having supervision over the licensing of aviators. The province of the club, it was explained, was to control aviation as a sport, in the form of contests, and not to regulate the flight. It was realized, it was stated, that eventually State and cities would pass laws governing the traffic in the air, just as they now deal with traffic on the surface of the earth. Meanwhile the club is not disposed to enter into politics in connection with the movement in this direction.

## BUILDS STARTING DEVICE.

PHILADELPHIA, Pa., Thursday.—E. R. Brown, president of the American Hydro-Aeroplane company, recently incorporated to carry passengers and perhaps freight by air and water, says he is building a self-starter for the motor of his machine, in which he expects to travel one thousand miles without stop. By the use of the mechanical device for starting he hopes to be able to start his machine in any weather and stop for any cause in the air.

# Minister Arias of Panama Here

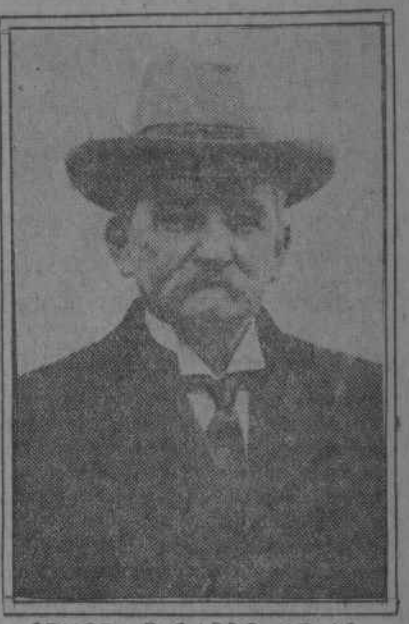
## Newly Appointed Diplomat to Stay Two Days in City, Then Go to Washington.

Two Days in City, Then Go to Washington.

Ricardo Arias, the newly appointed Minister in this country from the Republic of Panama, arrived from Colon yesterday on board the steamship Almirante, of the United Fruit Company line. After a stay of two days with friends in this city he will leave for Washington to enter upon his new duties. He said he left a hotbed of politics at home, as the campaign for President was in full swing, although the election will not be held until July.

For many years Mr. Arias has been a prominent figure in Panama. He was a candidate for President in 1908, but withdrew because his candidacy was not looked upon with favor in the United States, his friends assert. In 1901, acting as fiscal agent for his country, he came here and received \$100,000 from this government in the Panama Canal transaction. Mr. Arias was educated in the United States, and for many years officiated as Secretary of Foreign Affairs in Panama.

Among the other passengers on the Almirante were Professor C. M. Bakewell, Professor J. F. McClelland, Dr. Henry Farnam and Dr. H. T. Summerskill, all



SENOR RICARDO ARIAS

attached to Yale University. They spent three weeks inspecting the work on the canal, and all agreed that undoubtedly it would be opened on schedule time.

# LEFT ON ISLAND BY ALERT SKIPPER

Two Titled Persons Tried to Get Free Passage, but Could Not Stand Captain's Test.

Somewhere on the Madeira Islands there are at present two persons whom the captain of the tramp steamer Brighton regards as the Spanish equivalents of our own American creation, J. Rufus Wallingford, and who have equally presumptuous titles, or had until they were landed on the islands. One of them answered to the name of Don Philippe de Cordova y Cortado, while the other impressed Captain Howard with the name of Don Jose Luis Maria Mendez. Had the glamor of these titles withstood the acid test both grandees of Spain would have now been in America.

The Brighton plies between Marseilles and New York and makes several ports of call on the way over, one of them being a small town on the Spanish coast where the top layer of the cargo is taken aboard. Grapes compose this stratum, and the Brighton had several hundred barrels of them. Just after the grapes had been shipped aboard and Captain Howard was making ready to desert, a small boat with two distinguished men aboard went along side.

The two men informed Captain Howard that they were the owners of the consignment of grapes and that they had heard grave tales of the mutilation of the cargoes which they would investigate on the trip over to New York. Captain Howard was impressed, and after examining himself he hurried aft and ordered the mess boy to clean out the only two cabins. Then he went forward with a Spanish dictionary in one hand and some of his best cigars in the other and bowed low to his passengers.

Afterward Captain Howard gave up an hour to the dictionary and worked so diligently that the purest Castilian phrases slid from his lips.

When dinner was almost ended Captain Howard ordered the grapes to be brought on, and Don Jose was all smiles.

Don Jose did not know. It was a potato. "Now you two gentlemen," this last word from Captain Howard with a decided accent, "will have ample opportunity to become acquainted with this variety of grape, for to peel them will be your diversion until we reach Madeira."

When Don Jose and Don Philippe were landed on the beach they were told in their protestations.

"If one of them had said Malaga," said Captain Howard yesterday over in South Brooklyn, where the Brighton is discharging, "they would have had me."

## ILL LUCK FOLLOWS LOSS OF MASCOT

### Steamship Nearly Founders, Chinese Cook Loses an Ear and Sailor Falls Overboard.

Ill luck marked the voyage of the freight steamer Muncaster Castle, which arrived in this port yesterday from Iloilo, P. I. Her log is a serial tale of woe from the time she left the Far East, October 2 last.

To begin with, heavy seas almost foundered the steamship on more than one occasion. Her funnels were ripped and she was battered from stem to stern. Ah Ping Fong, a Chinese cook, was obliged to go under the knife of Captain Donohue and came to port minus his right ear. An Ping wandered too far into the land of the living, according to Captain Donohue, after a long pull at his opium pipe, and during the prolonged stupor fell on a hot stove. His right ear and the right side of his face were burned, and the accident. The ear continued in an irritated condition for more than a week and the good captain cut it off. The Chinese then promptly recovered.

One of the seamen fell overboard and had a narrow escape from pursuing sharks. All the misfortune encountered was blamed upon Terry Gilligan. Terry died a few days after the steamship left Singapore, the third port of call. He was the mascot aboard, and a finer specimen of orange-orient never existed. He was a long voyage crew. He was nearly three feet high and quite intelligent. Terry was stuffed, after a fashion, and Captain Donohue said he intended giving the dead animal to Columbia University.

## TEXAS THEIR PROMISED LAND.

That one of the agrarian counties of Texas will soon enjoy a substantial increase in its German population was promised yesterday by Claus Essay and Peter Siemens, two passengers leaving this city for Russia on board the Kronprinzessin Cecilie, of the North German Lloyd line.

They said they represented sixty-five German families, composed of 650 persons, living in Tobolsk, Russia, who want to emigrate to the United States and had been sent here to find a good place for the families to settle. They had decided on two possible places in Texas and were going back to report.

# ACTORS ALMOST CARRIED TO SEA

Pursued by Tugboat, Moving Picture Stars Are Taken from Kronprinzessin Cecilie.

Just because their folk might worry and the public be inclined to scoff is no reason for suppressing the fact that eight stars of the moving picture stage were carried away as far as Quarantine on board the steamship Kronprinzessin Cecilie, of the North German Lloyd line, yesterday morning. Inasmuch as their manager went to the expense of hiring an automobile to dash to the Battery and then chartering the tug Daffodil to overtake the big steamship and bring the actors back home, the public really ought to know about it.

These things, of course, are very distressing when they get into print, but reporters are everywhere and hear everything, and public characters, like moving picture actors, must expect a certain amount of notoriety. Hope was expressed about the Battery yesterday that the finger of scorn may at last be encained in a subtle glove ere it carries out its pointing in the direction of these unfortunate professional persons, who but for the action of their manager and a man who winked at the newspapers men might have been carried to Charleston or even to the Ambrose Channel Lightship.

The identity of the man who winked could not be learned yesterday. It was said that he is a press agent. When sharply questioned he admitted that the company had gone aboard the Kronprinzessin Cecilie at eight o'clock yesterday morning to complete four acts of a thrilling drama, which includes a touching farewell at sea. He even mentioned the place where the pictures might be viewed, when, finished, but in the whirl of the propellers the address was lost. After the pictures had been taken the company began a sight-seeing tour of the vessel, leaving their manager and the winking person on the pier. They were still on board when the steamship was towed out from the Hoboken slip, and the two on the pier began the forlorn automobile-tugboat race. In order that no one be disappointed it may be stated in conclusion that all returned safely to the Battery.

## SCHOONER'S CREW RESCUED AT SEA

### Sailors of the Virginia Were Lashed to Rigging and Vessel Was Sinking When Help Came.

Without personal effects except the scars of a two weeks' battle with the elements, the captain and crew of the schooner Virginia, which foundered at sea on December 12, arrived at this port yesterday as "Consul's" passengers on board the Atrato, of the Royal Mail Steam Packet Company.

The men were taken from the rigging of the Virginia on December 12 by a boat's crew from the British steamship Manzanar, whose captain took them to Kingston. From there they were sent here on board the Atrato by the British Consul.

Commanded by Captain Daniel Conolly and carrying a crew of six men, the Virginia sailed from Cadiz on November 11 for St. John's, N. F., under the command of a young man, who was a novice in the handling of a ship. She was fairly well weathered until November 27, when she ran into a heavy gale. The next day she sprang a leak. Until December 10 the crew labored like slaves at the pumps, with the weather growing in violence.

On December 11 the sailors lashed themselves to the rigging. Two of the men were unconscious when rescued, and two others were frozen to the railings. Only a few minutes after they had been placed in the Manzanar's boat the Virginia settled into the sea. Captain Conolly and his men will leave this city for St. John's today.

The new Washington Irving High School, the largest non-educational institution of the kind in the world, trains girls for married life. See next Sunday's NEW YORK HERALD.

## IN PORT FORTY-FIVE MINUTES.

Passengers Cause Excitement Transferring from One Steamship to Another.

Excitement attended the arrival yesterday of eight passengers on board the Atrato, of the Royal Mail Steam Packet Company's line, from Kingston, who were bound for foreign ports and had to hurry in waiting taxicabs to reach the Arctic, of the White Star line. They had only forty-five minutes in which to have their luggage inspected by the customs inspectors and make arrangements to leave on board the Arctic. Assistance was given on all hands, and they reached the gateway of the Arctic breathless, but not one minute too soon.

In the party were Mr. and Mrs. A. D. Gaye and Mr. and Mrs. Cyril Smith, of Bogota, Columbia; P. D. Daly and M. V. Daly, of Lima, Peru; Archibald S. Forest, of Valparaiso, Chile, and W. M. Turnbull, of London.